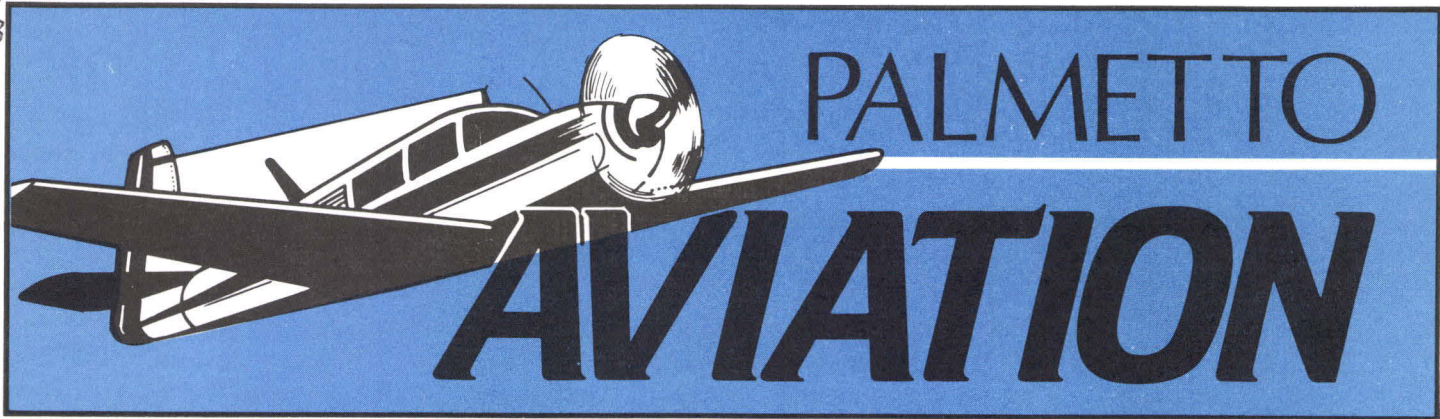


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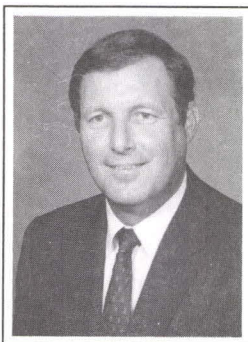
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July, 1988

## Waddle Elected President American Association of Airport Executives

South Carolina has many things to be proud of, but aviators can now be especially proud of two of their colleagues. Two South Carolinians hold major offices in the American Association of Airport Executives.



Bob Waddle

Last issue it was reported that Sam Hoerter of Charleston was elected president of the Southeast Chapter of the AAAE, now this month, Bob Waddle, executive director of Columbia Metropolitan Airport, is the newly elected president of the national organization.

"It's very gratifying to be

elected president by my peers," said Waddle from his office, "and I'm looking forward to a productive year. The presidency is an honor and a chance to influence policy for the year."

Waddle was elected at the association's 60th Annual Conference held in Las Vegas, NV, at the end of May.

According to Waddle his duties include "going to a lot of meetings around the country, chair the board meetings, represent AAAE during various events, and in some cases speak for the association." In addition, he will be involved in the membership ancillary board concerning the risk retention group insurance program and the benefits trust program, all of which are association functions.

Waddle has two goals to accom-

plish during his presidency, "to do everything that we do in the very best way we can. And the second goal is to represent the interests of the local airports, when even those interests are challenged and the usefulness of the airport to the passenger is compromised."

AAAE is a non-profit professional organization representing over 1,300 airport executives responsible for planning, managing and operating public-use airports in the U.S.

Waddle is currently a member of the Lexington S.C. District One School Board and has served as a navigator in the U.S. Air Force. He has also held top management positions in Charleston, SC, Fresno, CA, and Raleigh, NC, and is a past president of the Southeastern Airport Managers Association.

## Bond Bill Signed by Governor Campbell

*\$3.5 million for airport development and improvement*

Governor Carroll Campbell signed the \$249 million bond bill for state projects with \$3.5 million earmarked for state airport development projects.

"Capital Improvement Bonds are absolutely essential if the state is to maintain an active airport development program," said Alan Alexander, assistant director for

the S.C. Aeronautics Commission.

"The investment of these funds will greatly enhance both the safety and effectiveness of the system throughout the state," he added.

"I'm just glad the legislators recognized the significance of airports and airport development in the state by approving the bond bill," said Wayne Corley, state en-

gineer for airport development.

Of course, the real beneficiaries of the bond bill are the airports in the state which will have the opportunity to be improved with this money, said Corley.

The bond package also includes \$9.5 million for a Charleston aquarium and money for the Department of Youth Services.





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Governor

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## New Safety Regulations Affect Most FBOs

Beginning this summer most Fixed Based Operators in South Carolina will have to report what hazardous materials they have on site to the Department of Health and Environmental Control.

According to Ron Kinney, director for the Division of Waste Assessment and Emergency Response for DHEC, a rule recently expanded by the federal government requires workplaces to submit Maintenance of Material Safety Data Sheets (MSDS) for any chemicals which OSHA lists as hazardous.

"They would have to send us a list of the applicable chemicals, listed by OSHA, that totals 10,000 lbs. or more, or they can send DHEC a MSDS for those chemicals," said Kinney during an interview.

"Please emphasize that we prefer a list of the applicable chemicals plus the hazardous classification that they fall in," he said.

Those classes are flammable, sudden release of pressure, acutely toxic, chronic toxic or reactive. According to Airport Services Magazine, fuel is considered a hazardous substance under the rule, and quantities of 1,500 gallons stored on-site would be sufficient for an FBO to report it.

Kinney said "it's the responsibility of the manufacturer to give

you information on each chemical."

The MSDS on chemicals should be maintained, with a copy at the FBO, so that they are readily accessible in any type emergency.

"This rule really gives the first responder in an emergency some sort of an idea of the potential for a chemical release," said Kinney.

Next year and annually thereafter, Kinney said, workplaces will have to file a TIER II report to DHEC, your local planning council which is usually emergency preparedness, and your local fire department. "That form states how much chemical is on-site, the maximum amount on-site at one time, where it's stored, and how many days it was on-site." Forms need to be completed for each chemical on-site.

The federal law that established This rule was established for the purpose of informing the county on what chemical releases are in their area. "The county needs to know what chemicals are there, and give them some idea of what hazards are there so they can respond to that hazard, if needed," stated Kinney.

Forms for reporting can be obtained by writing or calling Ron Kinney at DHEC, 2600 Bull Street, Columbia, SC 29202, (803) 734-5200.

### *SC Helicopter Association to Reorganize*

Interested in helicopters? Then you're qualified to belong to the SC Helicopter Association which fosters and promotes the safe operation of helicopters in the state.

The reorganization meeting will be held on July 13 at the CAP building in Columbia, at 7 p.m.

For more information call Larry Yon 356-0307.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 739-5400.



# Beaufort Dedicates New Terminal Building

In a low-key, fifteen minute ceremony the Beaufort Terminal building was dedicated and a plaque unveiled with about a hundred people attending.

Ron Atkinson, chairman of the Beaufort County Council, began the ceremony by reminiscing.

"Ten years ago, Beaufort was known as a sleepy little town, and since that time we've had a 30 percent growth in population."

He said that the "terminal building is the first of many projects for Beaufort along with building a multi-government center and an up grade of Hilton Head facilities.

During the short stand-up service, Atkinson paused to thank all of the people involved in the terminal project including county officials and the Beaufort Aviation board.

Additionally, the Beaufort councilman paid a special commendation to the S.C. Aeronautics Commission who helped finance the project by allotting \$80,000 in funds.

Atkinson praised Edwin S. Pearlstine, chairman of the state's Aeronautics Commission, for his personal involvement in getting the project off the ground.

To complete the ceremony, Atkinson unveiled a brass plaque in the lobby dedicating the terminal building to the people of

Beaufort County who will derive the most economic benefits from the project.

When asked about future projects for Beaufort County he said there was a need for new hangar facilities, a Hilton Head terminal building, a fire and rescue building for Hilton Head, upgrading all navigational aids at both airports, parking facilities, and maintenance facilities.

Atkinson said he'd like to see some "meaningful aircraft repair facilities in Beaufort...Whether they're provided by the private sector or public sector doesn't matter," just that they are provided in the near future.

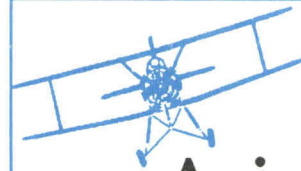
The terminal itself is a traditional sepia-toned brick building with a brown metal roof and a wide veranda.

Inside, the lobby is designed in earth hues with large windows and two sky-lights. There is a break room, a pilots' lounge, a briefing/planning room, a room open to all flying clubs and related organizations, a large modern conference room, rooms for security and the sheriff's department and a flight simulator room.

The building has nearly 4200 square feet and according to Claude Dinkins, is designed after the Owens Field Terminal in Columbia.



Ron Atkinson, chairman of the Beaufort County Council unveils the plaque at the new Beaufort County terminal building.



## Aviation Calendar

### July 1-4

Freedom Weekend Aloft  
Hot Air Balloons  
US Army Golden Knights  
Donaldson Center  
Greenville, SC

### July 3

Breakfast Club  
Golden Anniversary  
Camden Airport

### July 10

Breakfast Club  
Greenwood Airport

### July 12-13

FAA Informal  
Airspace Meeting  
NC Air National Guard  
Morris Field Drive  
Charlotte, NC

### July 13

SC Helicopter Association  
CAP Building  
Columbia

### July 24

Breakfast Club  
Spartanburg Downtown  
Airport

### July 23-24

Beaufort Water Festival  
Waterfront Park  
Beaufort, SC

### July 29-August 5

EEA  
Oshkosk '88 Convention

### August 7

Breakfast Club  
Berkeley County  
Moncks Corner

### August 14

Breakfast Club- Special  
Marion, N.C.

### August 21

Breakfast Club  
Walterboro Airport



# Thermals + Skill = Sailplaning

Jayne Reid said it best, "they climb and run; climb...and run!"

She wasn't talking about mountain climbing or a triathlon, she was explaining what sailplane enthusiasts do to get their thrills.

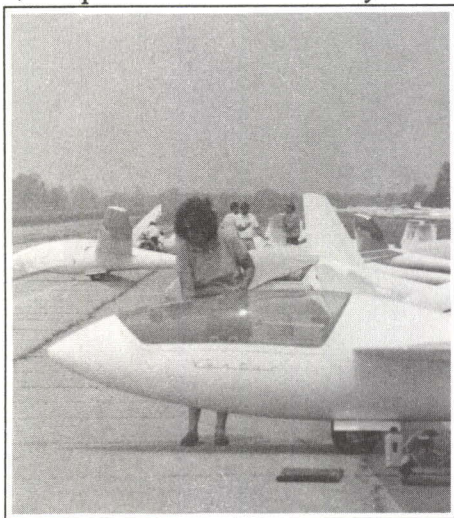
Soaring is an exciting pastime many people share, and around Chester they are particularly proud of their sport.

The U.S. National 15-Meter Soaring Championship was held at the Chester County Airport in June and attracted people from all over the nation.

The 48 competitors perspired in the humid, hot weather and hazy skies for the 10-day meet, to see which planes go on to the international races. With just hours before the race, competitors were polishing, checking radio instruments and cleaning their aircraft.

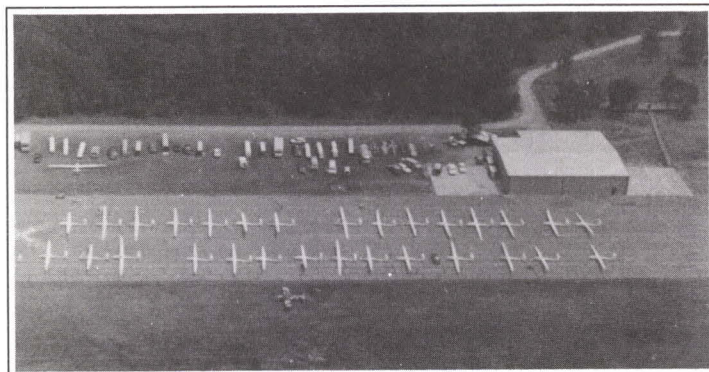
"They're always cleaning, checking and polishing; making sure there's nothing that will cause drag on their plane," said Reid, who is an instructor for Bermuda High Soaring School in Chester.

The competition is set up so a combined total of your points throughout the competition determines the winner of the entire race. The winner of the day receives 1,000 points for successfully com-



Competitors are always polishing their planes to reduce drag.

**Sailplanes line-up in a grid formation to begin the national championship race in Chester.**



pleting the daily task the swiftest.

A task is the assigned route that the sailplanes must navigate for that day with the weather playing an integral part.

Weather is taken at different altitudes to determine where the best and most thermals will be. A thermal is a clear current of air which has been unevenly heated causing it to rise. Sailplanes take advantage of this atmospheric occurrence by flying right into it, so the thermal lifts them up. According to some enthusiasts, it's in much the same way a surfer catches the waves and rides them to shore.

Timing, skill and precision have impact on whether or not the rider will take the thermals back to the starting point and how fast the task is accomplished.

After the weather is checked by the competition director, the daily task is assigned at the pilots' briefing.

The race begins.

All pilots line up in a wing-to-wing grid formation on the runway. Each day the line-up changes so no pilot is in the same position twice on the grid.

Towing planes hoist the engineless sailplanes about 2,500 ft. above the airport and release them.

"They climb as high as they can, and then they run to the next thermal," said Reid gesturing up and down.

It's up to the pilot to find the

strongest and fastest thermals to glide him to the turnpoints on the task. Turnpoints are the markers which the pilots must navigate around, in order to complete the route. Turnpoints are usually airports because they are relatively easy to find and if there's trouble or the sailplane runs out of thermals, the pilot can safely land.

Each plane has radio equipment and two cameras in their canopies.

"When they go over the task turnpoints, they take a photograph of it," said Reid. The cameras are an important part of the race since all planes must prove that they have navigated around all required turnpoints for the day's task. The film is developed as fast as possible after the race to prove that the pilots did, indeed, fly over the required turnpoints.

"About 20% aren't going to make it to the turnpoints," she said shaking her head. "And, that means, that 80% will make it back here to the airport."

The planes' wings are filled with water, from 35 to 50 gallons, for ballast to make them heavier so they'll fly farther.

Sailplaning, in general, is not a sport for the weak of heart or the weak of checkbook. Prices of the fiberglass planes vary from \$35,000 to \$70,000, with the most modern ones coming from Germany.

The next world meet will be held in Austria during the summer.



# The Civil Air Patrol

## S.C. Wing Announces New Liaison Officer

The South Carolina Wing of the Civil Air Patrol has announced the new Air Force liaison, Lt. Col. Frank Brown, USAF.

Lt. Col. Brown assumed his duties in May, and said "I'll be working through the Air Force to assist the CAP whenever possible and make their job easier."

The liaison officer's duties are to advise and assist the CAP in the fulfillment of its statutory objectives, and to provide a liaison between the Air Force and other Department of Defense departments or agencies, as needed.

The 44-year-old Lt. Col. Brown is interested in supporting the SC Wing Commander and to help the CAP grow and prosper. In addition, he would like to get both young and older people together to encourage CAP involvement.

Currently Lt. Col. Brown has been working on setting up the summer encampment at Warner Robbins, Ga, which was held at the beginning of this month for about 60 cadets, from 13- to 18-year-olds.

Also, he is working on plans for

the Cadet Competition which will be held in October at Fort Jackson in Columbia, SC.



Prior to his appointment, Lt. Col. Brown was the Liaison Officer at Shaw Air Force Base, he also completed work with the International Cadet Exchange Program in which top CAP cadets in other countries have exchange encampments to foster better global understanding.

Lt. Col. Brown is looking forward to the September Air Force Evaluated Disaster Relief Exercise (DR). During this exercise, the Air Force evaluates the state's capabili-

ties of handling their disaster relief operations.

The DR exercise is held in conjunction with the Emergency Preparedness Division of the state Adjutant General's Office.

This exercise will benefit communities hit by either man-made or natural disasters such as hurricanes, dam-bursts, or even severe thunderstorms. It will also test the ability to operate radios and test medical emergency training. This exercise is more involved than the CAP's earlier Search and Rescue Mission.

Prior to his appointment to the CAP, he was assigned to the 363rd Fighter Wing Command Post at Shaw, AFB for over two years. Before that, he was the Commander for the CT-39 Detachment at Shaw for three years. He has also been a C-5 pilot, a C-47 pilot in Vietnam and a C-141 aircraft commander.

Lt. Col. Brown is a native of South Carolina and lives in Sumter, SC, with his wife, Barbara, and their two daughters, Mandi, 14, and Tori, 17.

**Lt. Col Frank Brown has assumed duties of the new SC Wing Air Force Liaison. He comes willing to serve the Civil Air Patrol with hopes to encourage both young and old members to become more involved in the missions of the CAP in South Carolina.**





## Columbia Metro Officially Begins Runway 5/23 Extension Project

Under bright sultry skies, the first shovels of dirt were turned for the runway extension project for the Columbia Metropolitan Airport.

Dignitaries and local supporters were on hand to praise the Richland-Lexington Airport Commission and county officials for their work in obtaining the grant to fund the expansion for Runway 5/23.

Speakers for the ceremony included Gov. Carroll Campbell, who acknowledged his support for an air carrier hub to be located in the state saying "this extension will be beneficial in attracting a hub facility."

He also noted there were problems in getting that legislation passed this year, but added that he's still working on the matter "to benefit all of South Carolina."

Campbell said that this move forward will "keep Columbia the shining center of our wonderful state."

Senator Strom Thurmond also attended the festivities, commending Bob Waddle, the FAA and local airport officials who succeeded in making the project possible. "You cornered all the officials in Washington and came away with something big."

Thurmond said "Runway 5/23 will be a boom to our convention center whether it's built in Richland or Lexington County, or in the river."

The runway extension will increase air traffic to the airport, eliminate delays and diversions, which cause inconvenience to passengers.

According to information from the airport, the expansion will also increase jet aircraft traffic by allowing them to arrive and depart Columbia when the main aircraft is closed due to repair, excessive crosswind, or a disabled aircraft.

Lt. Gov. Nick Theodore also had kind words for Bob Waddle and Co-

lumbia Metro for the "beautiful job and recognized the fact that it has been very sensitive to the needs of the people in the Midlands...and further illustrates how local, federal and state governments working together with the private sector can accomplish great things."

Another dignitary, Randy Mashburn, representing Congressman Floyd Spence, said "this project demonstrates what citizen participation and government cooperation can do to benefit a community."

**Lt. Gov. Nick Theodore (l), Gov. Carroll Campbell (c), and Sen. Strom Thurmond were just a few of the dignitaries who attended the Runway 5/23 Extension ceremony.**



About 200 people attended the ceremony and picnicked on a hill in sight of Runway 5/23 which will be extended from 5,000 to 7,000 feet.

The construction will begin this year and is expected to be completed in two years. The total cost of the project is \$14.5 million dollars, 90 percent of which is funded by the FAA from the Airport and Airway Trust Fund. The remaining amount will come from the Airport Commission using bond and reserve sources of funding.

On April 29, the Columbia Metropolitan Airport was notified of a \$13 million grant from the FAA to expand and strengthen Runway 5/23, the secondary runway.

Other information provided by the Columbia Metro Airport stated that the idea of developing a second air carrier runway first came about during the Airport Master Plan Study conducted in the late 1960's.

Additional property for the construction of the project was purchased by the Airport Commission in 1978 with financial assistance from the FAA. Extending the runway in a southwesterly direction will not require any additional property.

According to press informa-

tion, the extension will not cause any relocation of residences or businesses, disrupt established communities or cause any relocation of highways.

Also, according to the information, an Environmental Assessment measuring potential impact indicated no significant problems with the runway extension.

Other projects on hand for the Columbia Metro Airport are the construction of a 440-acre industrial park costing an estimated at \$1.5 million, and leasing land on the airport's foreign trade zone.

The 108-acre foreign trade zone located off Highway 302 will enable both foreign and domestic goods to be housed there without formal Customs entry, and generated \$6.5 million in duties in 1987.



# FYI From the FAA

## *TCA Flying Can be Complicated and Tricky*

The following are excerpts from Sacramento FSDO's Accident Prevention Program Pilot Newsletter regarding TCA flying.

This is a subject that is always timely and about which we cannot learn enough.

"We'd like to take the opportunity to review some 'do's and don't's of TCA flying." For those of you who have been attending safety meetings during the past year, this may be old hat, but bear with us. A short review will not hurt.

"First, (in) a Group TCA...you must have an operating, altitude encoding (Mode C) transponder, which is turned on, to fly within the TCA.

"Second, it is IMPERATIVE that you get a clearance BEFORE you enter the TCA. Let's elaborate a bit on that subject. As simple as it may appear, there can be confusion.

"Okay, here's an example. You call approach control, state that you are over a given fix and request a TCA clearance. Approach control gives you a transponder code. May you now enter the TCA?

"ABSOLUTELY NOT! A transponder code is not a TCA clearance.

"Why?" You may ask, 'The controller knows I am there.'

"The reason is simple. The controller knows you are there because you called but he or she still (has) to see you on...radar. furthermore, they also have to be sure that if you enter the TCA, there will be no conflict with any traffic already within the TCA.

"Therefore, you should always listen for the words: 'Cleared into

the TCA.' If you are not sure what you heard, then whatever else you may do, do NOT assume that what you THOUGHT you heard is what was said. No matter how busy the controller may be, ask for clarification.

"Also, please remember that if you are flying a fast airplane, it is YOUR responsibility to call approach control far enough ahead of time so that you get a TCA clearance before you cross its boundary.

"One more thing. Suppose you are talking to a non-TCA controller and are approaching a TCA some minutes down the road. The controller that you are presently talking to states that 'Radar service is terminated.' Does that mean that the TCA controller down the road knows that you are coming?

NO!

"When radar service is terminated, you are not handed off to the next controller.

"If the TCA controller is very busy and you are trying to remain clear of the TCA, you may be able to get the assistance of adjoining non-TCA approach control...

"The main and most important thought to remember is this: REMAIN CLEAR of the TCA until you hear those magic words, 'CLEARED INTO THE TCA.'

"If you have any questions about TCA's, ARSA's, or other kinds of airspace, the closest air traffic facility or the nearest flight standards district office (FSDO) will be glad to assist you. Don't hesitate to call or visit; our job is to help."

*Dave Anderson is the Flight Safety Specialist for the Columbia Flight Standards District Office. He can be reached by calling (803) 765-5931 or writing at Columbia FSDO, 2819 Aviation Way, West Columbia, SC 29169.*

### *FAA Flight Standards District Office Accident Prevention Programs*

The following safety meeting will be conducted by the Carolina FSDO in Columbia.

All meetings listed will be held at 7 p.m.

July 16

Collision Avoidance

Flight Service Station Procedures

Hilton Head Airport

### **Would you like to request a Safety Meeting?**

Anyone can request a safety meeting from the FSDO. All that is required is a place to hold the meeting and some audio-visual support -- a VCR and a monitor or a 16mm projector.

FSDO holds presentations on pilot-related information, as well as airport maintenance & safety, aircraft maintenance for mechanics and also the theory of flight. Just call your Accident Prevention Counselor or (803) 765-5931 for your counselor's number.





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**This Month...**

## **Inside Palmetto Aviation**

- Sailplaning Soars in Chester
- Beaufort Dedicates Terminal Building
- New Safety Regulations for FBOs

... and much, much more!

**S. C. STATE LIBRARY**

**JUL 6 1988**

**STATE DOCUMENTS**

## **Do Not send your aircraft registration**

**SC Aircraft Registration Law has been repealed as of June 2, 1988!**

**More information in next month's Palmetto Aviation**

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### ***Charleston Master Plan includes \$17.5 million improvements***

The Charleston Aviation Authority has approved a Master Plan Study, which includes \$17.5 million in improvements.

The Master Plan Study, according to Becky Beaman, spokesperson for the Authority, looks ahead to the future of aviation and provides the Authority with guidance as they continue their task to develop and operate the Charleston International Airport.

The study will also act as an aid in making decisions in responding to future changes in airport use patterns.

The firm which prepared the study, Howard Needles Tammen and Bergendoff, recommended \$17.8 million of improvements, with \$10 million of that being funded through the FAA.

Major improvements recommended include: Two new

taxiways from the runways to the terminal, a general aviation apron and ground parking access and parking improvements 1987-1991; a parallel taxiway to Runway 15/33, removal of old terminal building, construction of new hangars 1992-1996; terminal building and concourse expansion, additional ground access and public parking improvements and additional general aviation hangars.

**This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.**